

Montana and the Sky



Vol. 39, No. 9

MONTANA AERONAUTICS DIVISION

September 1988

HUNTING SEASON AND LOW FLYING - CAUTION

**By: Fred Hasskamp, Chief
Safety and Education Bureau
And: Erwin Kent, Administrator, Law
Enforcement,
Dept. of Fish, Wildlife & Parks**

Hunting season is fast approaching, and if this year is like past years, there will probably be an aircraft accident or two that will be attributable to spotting game from the air. In addition, each year, most often in the fall, the Department of Fish, Wildlife and Parks receives complaints about low flying aircraft disrupting outdoor recreation activities.

There are no specific regulations which prohibit the aerial observation of game animals. However, a review of FAR 91.79(c) is in order. It states: "Minimum safe altitudes; general. Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes: (a, b, & d omitted) (c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In that case, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure." It should also be noted that the Airman's Information Manual recommends flights be conducted at least 2,000 feet from terrain over wilderness areas.

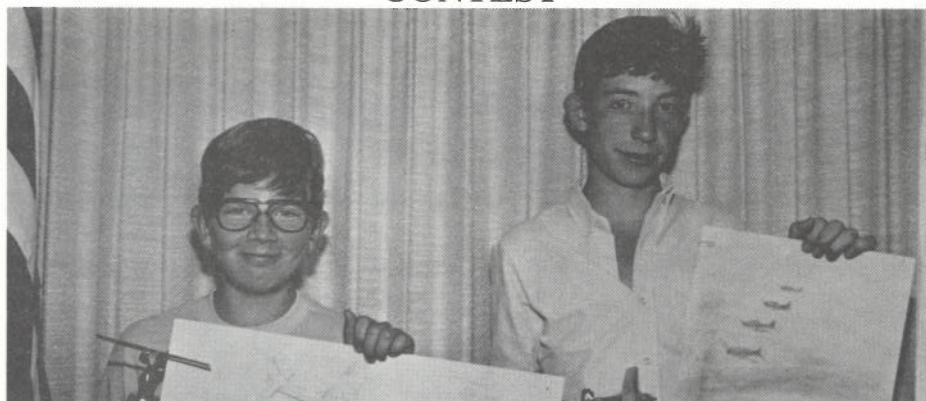
While it's not unlawful to locate game animals with aircraft, it is a misdemeanor to locate game and communicate the location thereof to any person on the ground by any means of air-to-ground communication whatsoever. Section 87-3-126, MCA, also provides that no game birds or game or fur-bearing animals may be killed, taken, or shot from any aircraft including helicopters; nor may any aircraft be used for the purpose of concentrating,

pursuing, driving, rallying, or stirring up any game or migratory birds, game animals, or fur-bearing animals. In addition, there are several statutes making it

unlawful to harass livestock while flying.

It is important to realize that low flying, in addition to being potentially hazardous, (Continued on Page 8)

STEVENSVILLE YOUNGSTERS WIN POSTER CONTEST



Two Stevensville students were the winners in Category I and Category II of the 1988 Montana Aeronautics Division Aviation Awareness Poster Contest. Fourth grader Ryan Roycroft (at left) was the Category I winner while Wes Gorton won in Category II. The two boys and their parents were flown to Helena by the Aeronautics Division. They were awarded trophies and certificates at a ceremony presided over by Governor Schwinden and received tours of the facilities at the Helena Airport.



Ryan Roycroft poses with his mother Peggy and Governor Schwinden in the Governor's office following the awards presentation.



Parents of Wes Gorton are Carol and Gary Gorton. Wes is a student at Stevensville Junior High.

Administrator's Column

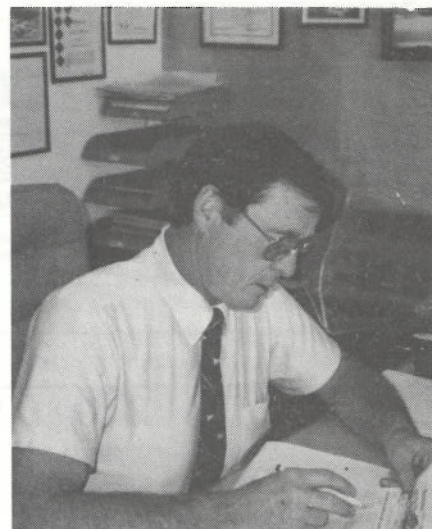
U.S. Customs Service Needs Your Help. The U.S. Customs Service is soliciting help from FBOs in their national program requesting the public to report suspicious activities which possibly could be related to drug smuggling. They have published the following aircraft "drug smuggler's profile" which would help in identifying or at least might arouse suspicion. 1) Aircraft windows covered or temporarily taped over; 2) Missing passenger seats; 3) Numerous boxes, duffel bags, or other suspicious containers; 4) Aircraft registration numbers which appear altered; 5) Aircraft that appear to be modified with extended range fuel tanks (especially those not permanently mounted), altered doors, modified hinge lines on doors, special hatches that would facilitate air dropping of drugs; 6) Inspection panels not normally found on specific model of aircraft; 7) Aircraft operating without proper wing and tail position lights illuminated. If you are suspicious of an aircraft, you are asked to call your closest law enforcement agency.

U.S. Customs Strikes Again. U.S. Customs has made another proposal which, if adopted, will drive another nail in the GA coffin. Although I am sure the proposal was mainly intended for scheduled airlines, it does not state so. The proposal will require that every aircraft entering the U.S. provides U.S. Customs with a list giving names, dates of birth, and passport numbers for each person aboard. Further, and of great concern, is that this information must be in their hands a minimum of one hour prior to landing at the U.S. Customs clearing airport. I liken this proposal to the one made a couple of years ago (and now adopted) where GA aircraft must pay the discriminatory \$25 customs clearing fee while automobiles are not mentioned. We received this news August 26, and it may already be too late to comment. But, I encourage you to do so anyway. Write to: Regulations and Disclosure Law Branch, U.S. Customs Service, 1301 Constitution Avenue, N.W., Washington, DC 20229, (Attn: Proposed Changes to Part 122, Customs Regulation). If this doesn't work, you can and should write to our Congressional delegation.

Montcanaska Air Tour. I know I promised to write an article in this month's newsletter about our July Montana-Canada-Alaska Air Tour, and I did write the article. However, Martha, our editor, has advised that she simply does not have room in this month's issue to include it - so next month for sure!

Benchmark Work Session Fly-In. Due to the fire danger and some scheduling conflicts, this fly-in has been indefinitely postponed. Both the Great Falls and the Helena Vigilante MPA Hangars are building picnic tables for the project of restoring the old pilots' campground. The U.S. Forest Service has already tested the existing well, which was "capped off," and the results were good drinking water. As a result, they went ahead as promised and installed a pitcher pump on the well. I hope that we will still be able to proceed with the work to get this project completed this fall and have a fun weekend as well. However, we will just have to wait and see. We will, of course, keep you informed. If you should have any questions, give project chairman Greg Riggan, Great Falls MPA member, a call at 761-7301 or call our office at 444-2506.

Apology. As I stated in last month's issue of Montana and the Sky when I recognized those who contributed so much toward the success of the Yellowstone Expo, I was running the risk of omitting someone - which I did. I regretfully and most certainly unintentionally omitted recognizing the CAP for their contributions. I, therefore, wish to thank all of those dedicated CAP adults and especially the cadets who worked so many hard and long hours helping with the aircraft parking. This was one of the major tasks facing us, and I want to sincerely thank you. The CAP also helped with other tasks such as providing ramp checks for locating overdue aircraft.



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YELLOWSTONE AIRPORT - A KEY ELEMENT IN FIREFIGHTING

By: Vern Moody, Jeff Heaney, and Joe Roos

(For many people, the value of an airport is a consideration only when they wish to climb on an airliner and fly away to a vacation or a business appointment. The summer's fire outbreak, however, brings forcefully home the key role airports and aviation play in times of disaster. The following article was written by those responsible for running the state-owned airport at West Yellowstone this summer. And this scenario was played out at other airports all over Montana.)

Yellowstone Airport has been very busy during the fires in the nation's oldest park - not only for transporting personnel to fight fires, but for officials from the surrounding states and the United States government who have entered and departed the area on fact-finding tours.



The crew keeping the Yellowstone Airport operating this summer have had their hands full. Here they stop long enough for a picture. They are (from left) Jeff Heaney; Vern Moody, airport manager; and Joe Roos.

The U.S. Army moved in with several helicopters, including the Black Hawk and Chinook, to move troops and carry water buckets to help fight fires in the Park.

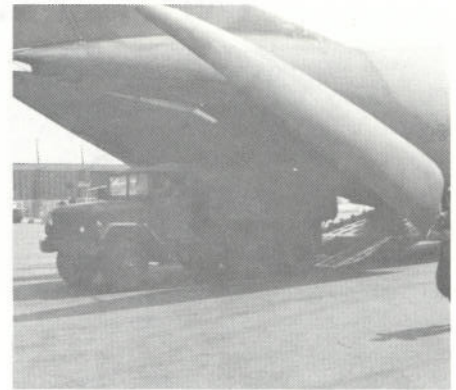
The Interagency Jump Base has been dispatching fire retardant tankers at the rate of one every fifteen to twenty minutes. The tankers being used are DC-6, DC-7, P2V, and B-26.

The Army also moved in a M.A.S.H. unit with complete dental facilities, minor surgery capabilities, and laboratory capabilities. This is all housed in a tent city set up on the airport grounds in front of the terminal. With so many people being

utilized in the firefighting effort, accidents are bound to happen. The M.A.S.H. unit has been able to handle all situations from oral surgery to the medevac of more serious cases to hospitals in Idaho Falls and Bozeman.

The U.S. Forest Service also has set up tents on the airport grounds to take care of their needs.

A large part of the airport terminal building has been utilized by the Greater Yellowstone Unified Area Command, which consists of specialists from the Bureau of Land Management, the U.S. Forest Service, the National Park Service, and other forestry representatives from various states. The terminal is also being used to process hundreds of incoming and outgoing firefighters from as far away as



An army truck is unloaded from the back of a C-141 cargo plane.

the east coast.

The Aeronautics Division erected a temporary control tower on top of the terminal building for the Yellowstone Expo. This tower has remained in place and is still in use from 0700 until dusk in (Continued on Page 7)



Smoke and flames are easily visible from the airport. The fires, fanned by erratic winds, caused some very tense days for the residents of the towns surrounding the park and for the firefighters and support crews. This huge, billowing cloud towers over the tent city set up on the airport grounds.



Even before sunset the airport lights come on under skies so smoky the sun can't burn through.

A HITCH WITH A TWIST

When she landed in Helena on August 15, Martha Esch was about halfway finished with a unique adventure that will take her to all 48 contiguous states traveling by a method which could be considered a bit unorthodox.

Esch has become an aerial hitchhiker - but with a special twist. She has set for herself the goal of flying in and out of each of the 48 contiguous states, to change planes at least once in each state, and to travel only in aircraft 25 years old or older. She also must fly from airport to airport - no ground transportation there. She even dresses the part - when she arrived in Helena Esch was wearing boots from the 1920s and a leather helmet and goggles from World War I. Esch intends to write a book describing her adventures.

Originally from Cleveland, Ohio, Esch got her first ride in a Ford Trimotor at the age of 14. This sharpened her desire to become a pilot - which she did while she was a student at Kent State University. A graduate of Kent State, she holds a bachelor's degree in fine arts with a minor in aerospace technology. She has since earned her commercial, instrument, and CFI certificates. She also has a multiengine rating.

It was during her seven trips to the EAA fly-in at Oshkosh that Esch fell in love with antiques. In September of last year, Esch began writing letters to people who own old airplanes. She contacted the presidents of the antique aircraft associations throughout the country outlining her proposed trip. From there she began building her list of contacts.

By the time Esch reached Billings, she had traveled over 16,700 miles and covered 24 of the 48 states. A 1928 Travelaire was the oldest aircraft she had traveled in, and her ride from Bozeman to Helena brought to 86 the number of airplanes. Her trip has been financed by donations with expenses also being kept to a minimum by the generosity of the pilots she has met.

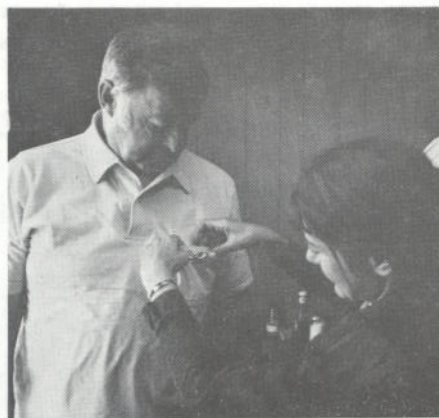
Esch's trip began May 28, 1988, in Orlando, Florida. She expects to finish on November 26 - back in Orlando.



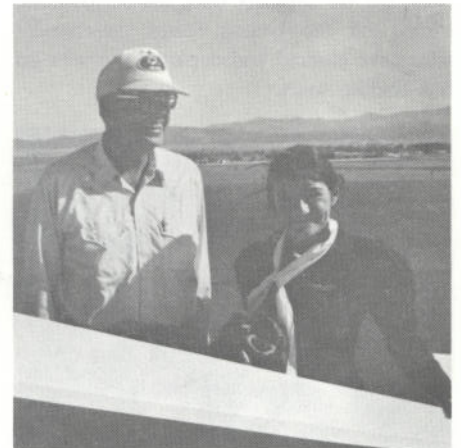
Martha Esch arrives in Helena in the 1932 Fleet owned and flown by Wayne Edsall, Bozeman.



Governor Schwinden visits with Esch. She made the Governor a member of her "Air Adventure Club."



Wayne Edsall receives a set of sterling silver wings - a pin provided to any pilot who provides transportation at least 25 miles.



Esch hitched a ride to Billings with a pilot from Sturgis, South Dakota. Larry Larson, Molt, picked her up in Billings in his 1947 Piper, a part of his "Little Bumpy Airlines," and then brought her to Bozeman for her flight with Wayne Edsall.



The book Montana and the Sky is presented to Esch by Mike Ferguson, who flew Esch in his 1953 Beechcraft to Missoula. From there, Larry Larson picked her up again and flew her to Washington state.

SCHAFER MEADOWS WORK SESSION - JULY 15 - 17, 1988



Stripping poles for the fence is thirsty work.



A cold drink and a lawn chair in the shade are even more enjoyable after an afternoon of hard work.



Past MPA State President Nils Pearson, his wife Patty, and their children, John and Erica, came from Illinois on vacation and made Schafer Meadows a part of their trip. Pearson now works for the Illinois Division of Aeronautics in Springfield.



New posts are planted for the fence around the east end of the runway.



The rails provided by the peelers are added to the fence by this crew made up of (from left) Bert Stout, District Ranger, Spotted Bear Ranger Station; "Lindsey" Lindemer, Seeley Lake; and Ray Austin, Montana Aeronautics Division. In background is Ed Gensler, Helena.



Herb Sammons and Don Smith (back to camera), both from Cut Bank, install a new windsock.

MAAA FLY-IN - THREE FORKS - AUGUST 5 - 7



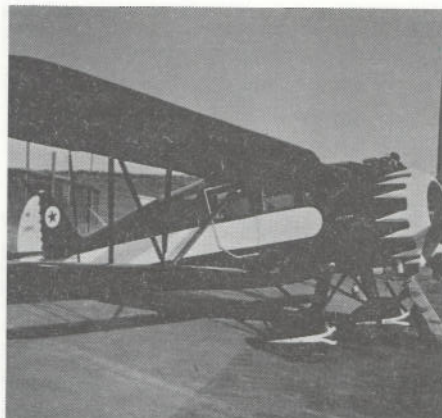
Hot air balloon owned by Ed and Carmen Chebul, Billings.



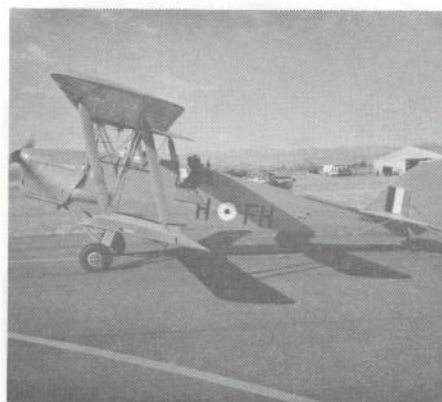
John Brennan, Darby, owns this Stearman.



Fairchild 24 owned by Ray Sanders, Kalispell.



This Waco UIC came from Spokane. It is owned by Doc Fowler.



Newly restored (for the third time) Tiger Moth owned by Bud Hall, Bozeman. Bud won the "Hard Luck Trophy" which will hereafter be known as the "Bud Hall Hard Luck Trophy."



Lisle Wood, Butte, and his J-3 Cub won the award as the "Best Antique." Awards presenter is Paula DeKeyrel, Bozeman, secretary-treasurer of MAAA.



Lanny and Jamie Hanson, Glasgow, and their family proudly display their "People's Choice Award" for their Cessna 180.



"Best Homebuilt" went to Ted and Vicky Beck, Helena, for their Glasair II.



Dennis and Jean DeVivo, Missoula, receive the award as "Best Classic." Their aircraft is a Piper Pacer.

Two other awards were made at the fly-in. The "Oldest Pilot" went to LeRoy Keilman, Billings. Traveling the "Farthest Distance" was W. L. Marcy, who came from Littleton, Colorado.

FAA Issues Certificates

PRIVATE

| | |
|------------------------|-------------|
| Kevin Hagerty | Superior |
| Allen Rustad | Baker |
| Jerry Satra | Sidney |
| Robert Medvec | Billings |
| Stephen Graves | Lavina |
| Billy Paul | Whitefish |
| Monica Herrlin | Bigfork |
| Patricia Hagerty | Superior |
| James Jensen | Lavina |
| Russell Barber | Plentywood |
| Larry Pluhar | Miles City |
| James Steil | Great Falls |
| Douglas Andriuk | Great Falls |
| William Wyman | Polson |
| Kevin Haines | Livingston |
| Mark Benner | Billings |
| Monte Blain | Joliet |
| Darrell Lemmon | Roundup |
| James Roscoe | Billings |
| Terrence Healow | Billings |

COMMERCIAL

| | |
|----------------------|----------|
| Gale Nayematsu | Billings |
| Terry Sheehan | Billings |
| Edward Chebul | Billings |
| (Balloon) | |

INSTRUMENT

| | |
|--------------------------|-------------|
| Wilbur Fultz | Fort Benton |
| Grant Zerbe | Frazer |
| Shawn Slack | Kalispell |
| Phillip Rademacher | Great Falls |
| Jeffrey Parrott | Roundup |
| Terry Sheehan | Billings |
| Gale Nayematsu | Billings |
| Gary Wagner | Billings |
| Rodney Baird | Billings |

MULTIENGINE

| | |
|----------------------|--------|
| Robert Gilbert | Sidney |
|----------------------|--------|

ATP

| | |
|-------------------------|------------|
| Everett Westerman | Billings |
| Harold Falconer | Miles City |

SEAPLANE

| | |
|----------------------|--------|
| Thomas Seabase | Polson |
| David Tripp | Lolo |

INSTRUCTOR

| | |
|------------------------|-------------|
| John Maxness | Glasgow |
| Wayne Cavill | Ryegate |
| Jeff Price | Three Forks |
| Richard Tutt, II | Whitefish |
| Patrick Sipes | Billings |
| (Instrument) | |

INSTRUCTOR RENEW/REINSTATE

| | |
|------------------------|--------------|
| Robert Olds | Billings |
| Joseph Brand | Poplar |
| George Robinson | Billings |
| Kenneth Conrad | Billings |
| David McKee | Stevensville |
| Michael Walsh | Glasgow |
| Leland Lareva | Billings |
| Ray Judd | Red Lodge |
| William Wyman | Butte |
| Paul Yedinak | Ennis |
| Jay Nance | Birney |
| John Willis | Billings |
| Gregory Ugrin | Miles City |
| Rick Jansma | Billings |
| Mitchel Etchart | Glasgow |
| Gwendolyn Priewe | Billings |
| Kenneth Mullikin | Billings |

CALENDAR

Oct. 6 - 8 - AOPA Convention, Nashville, Tennessee.

Oct. 7 - 9 - Montana Flying Farmers Convention, Glasgow.

Oct. 11 - AOPA Safety Seminar, Wolf Point.

Oct. 12 - AOPA Safety Seminar, Miles City.

Oct. 13 - AOPA Safety Seminar, Billings.

Feb. 17 - 19, 1989 - Flight Instructor Refresher Clinic, Helena.

March 1 - 4, 1989 - Montana Aviation Conference, Butte.

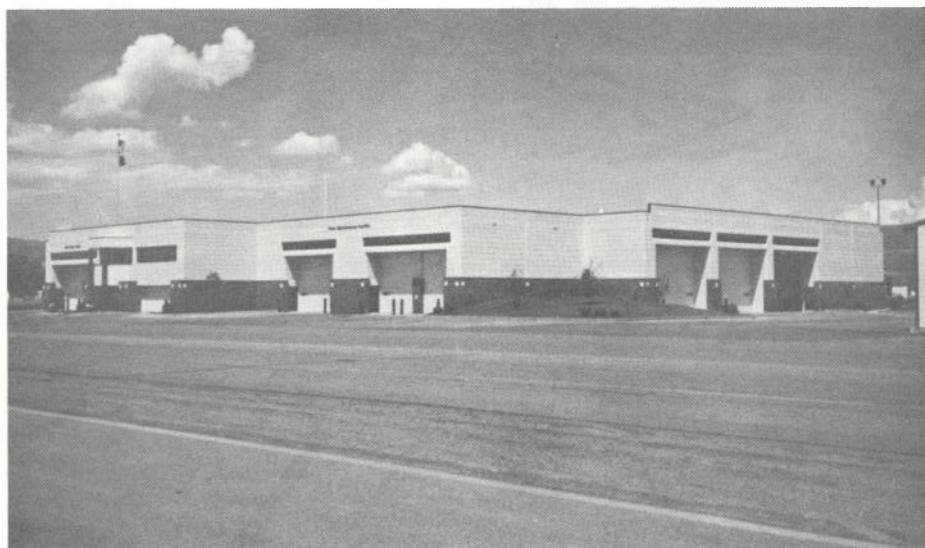
YELLOWSTONE CONTINUED

controlling the operations of the numerous aircraft being used on the fires. Due to heavy smoke conditions, the operations on many days have had to be IFR.

CFR personnel have responded to four incidents and are providing 24-hour CFR coverage as requested by the Greater Yellowstone Unified Area Command.

As a result of the Yellowstone fires, all tenants have been kept very busy serving meals, fueling aircraft and renting cars.

MISSOULA COMPLETES NEW FACILITY



The Missoula International Airport recently completed construction of a new Public Safety/Maintenance Facility. The facility was officially occupied on July 1, 1988, and was constructed with an AIP grant. Total cost of the project, including landscaping, furniture, and equipment, was \$1,450,000. According the Russ Pankey, Missoula Director of Airports, it is "one of the finest facilities of its type anywhere in the Northwest Region."

VALLEY HANGAR AT GLASGOW HOLDS SAFETY MEETING



Fred Hasskamp, Montana Aeronautics Division, traveled to Glasgow on August 22 to present a safety program on "Spin Training" at a meeting of the Valley Hangar, MPA. Standing at left is Russ Dahl, secretary-treasurer of the Valley Hangar. Other officers are Pete Pederson, president, and Merle Reddig, vice-president.

HUNTING CONTINUED

can be offensive to persons on the ground - especially those who are hunting or engaged in other outdoor recreational activities. Such flying could also spoil a chance of a lifetime for a hunter stalking that bighorn ram or mountain goat, not to mention the elk hunter who may have invested days in scouting his quarry.

A concern for persons enjoying the outdoors can be demonstrated by avoiding low flight over areas open to hunting. This concern for others will go a long way toward improving public relations between the aviation community and the general public while at the same time enhancing aviation safety.

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